

Parking - Technical Note

37 LONDON ROAD PULBOROUGH

JUNE 2025



Reeves Transport Planning

PRODUCED for MCHALE CONTRACTORS LTD

PRODUCED by REEVES TRANSPORT PLANNING LTD

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1. INTRODUCTION

- 1.1 Reeves Transport Planning is appointed to provide a Technical Note in support of a planning application for a Change of Use at 37 London Road Pulborough. The site was the subject of a refused planning application, to convert the hair and sunbed centre to form six flats under reference DC/21/1681.
- 1.2 That application was refused for five reasons. Reason 3 stated:

The applicant has not demonstrated that a zero-parking development in this location would not have a safety impact on the highway, contrary to Policies 40 and 41 of the Horsham District Planning Framework (2015).
- 1.3 We have been appointed by the new owner of the site to address this reason to refuse the original planning application. This new application proposes to introduce five flats, rather than the previous scheme of six.
- 1.4 Nomis data, which is a database of statistics derived from UK Census, has been interrogated to understand local car ownership patterns. The data informs that across the local output areas circa 18% of residents do not own a car, 52% have access to one and 30% have access to two or more cars. Using the Nomis data, it suggests a parking demand for six vehicles. The data sheet including analysis of likely demand is attached at Appendix 1.
- 1.5 This Technical Note will demonstrate that there is ample on-street capacity available to accommodate any additional parking derived from the proposed development.

2. PARKING SURVEY

- 2.1 The previous owners of the site also employed Reeves Transport Planning to undertake Parking Beat Surveys (PBS) to consider whether there was on-street parking capacity to accommodate the increased demand. These original surveys were undertaken on the 1st

and 3rd of February 2022. This earlier data has been incorporated with the new Technical Note.

- 2.2 The new PBS was undertaken on Tuesday, 17th June from 1:45am to understand the current parking demand on local streets during the early morning, which is when resident demand is at its highest. The PBS was undertaken by individuals that are independent of the author of this Technical Note.
- 2.3 The PBS methodology is based on the information set out in West Sussex County Council's Guidance on Parking at New Developments (September 2020). The survey area, survey route and key, and data sheets are attached at Appendix 2, 3 and 4.
- 2.4 A PBS is a measure of parking demand against capacity and this measure is called parking stress. For context, parking stresses of circa 85% are considered problematic in terms of planning. Stress, once new parking demand is added, of less than 85% means that the new parking demand will not create a material impact.
- 2.5 Typically, a PBS would only be necessary on streets with parking controls. These controls would establish the spaces where cars would be able to park, whilst maintaining the free flow of traffic. As there are limited controls affecting on-street parking within the vicinity of the application site the collected data has been analysed using various scenarios limiting the space available for parking. This process would indicate whether the parking demand could be accommodated without impeding the free flow of traffic. The summary table at the bottom of the data sheet includes this analysis.
- 2.6 The collected data from the 2022 PBS informs that at the time average parking stress over the whole survey area was just under 13%. Once the streets used in the analysis were rationalised the stress increased to just under 40%. These figures have increased in the latest dataset to just under 17% and 45%, respectively.
- 2.7 The demand from the development of six spaces increases the parking stress to 22% over the whole survey area and 65% within the rationalised data set.

- 2.8 The parking data confirms that there is ample spare capacity on local streets, particularly relevant without including the strategic, London Road, which forms the A29, to accommodate all of the demand derived from the proposal.

3. SUMMARY AND CONCLUSIONS

- 3.1 Reeves Transport Planning is appointed to undertake a Parking Beat Survey to identify the parking stress on streets surrounding a proposed development consisting of the conversion of an existing shop into five flats. The site was the subject of a refused planning application DC/21/1861, which was for six flats. One of the reasons for the refusal was that it had not been '*demonstrated that a zero-parking development in this location would not have a safety impact on the highway*'.
- 3.2 Reeves Transport Planning were commissioned to test the on-street parking conditions in early 2022 to test whether there was any capacity to accommodate the likely increase in demand associated with the refused planning application. This earlier survey work has been incorporated into this analysis.
- 3.3 The collected data indicates that the current worst case parking stress is 44.8%. Adding the demand derived from the proposal this increases to 65.5%. Any proposal that pushes parking stress over 85% is considered to generate a material impact in planning terms. To reach a stress of 85% there would need to be an increase in parking demand over the rationalised streets of 13 vehicles and over the whole survey area the increase would need to be for 82 (eighty two) vehicles.
- 3.4 On this basis, taking all the relevant information into consideration, it is considered that this zero-parking development will not have a **severe** impact on highway capacity or an **unacceptable** impact on highway safety. And meets the requirements of policy 40 and 41 of the Horsham District Planning Framework (2015). Accordingly, the proposal fully complies with the relevant local and national policies.

APPENDIX 1:

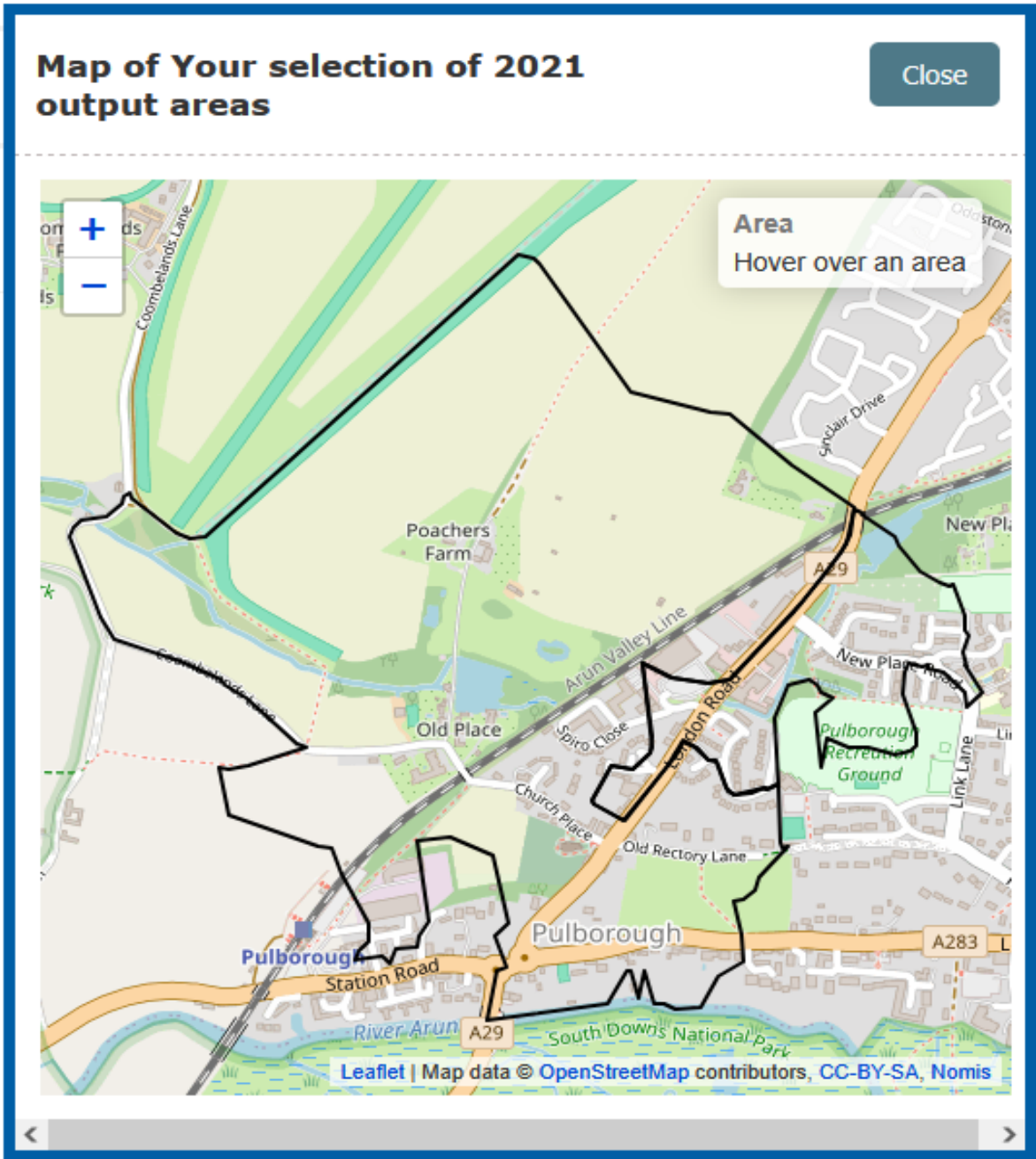
NOMIS VEHICLE OWNERSHIP DATA

RM001 - Accommodation type by car or van availability

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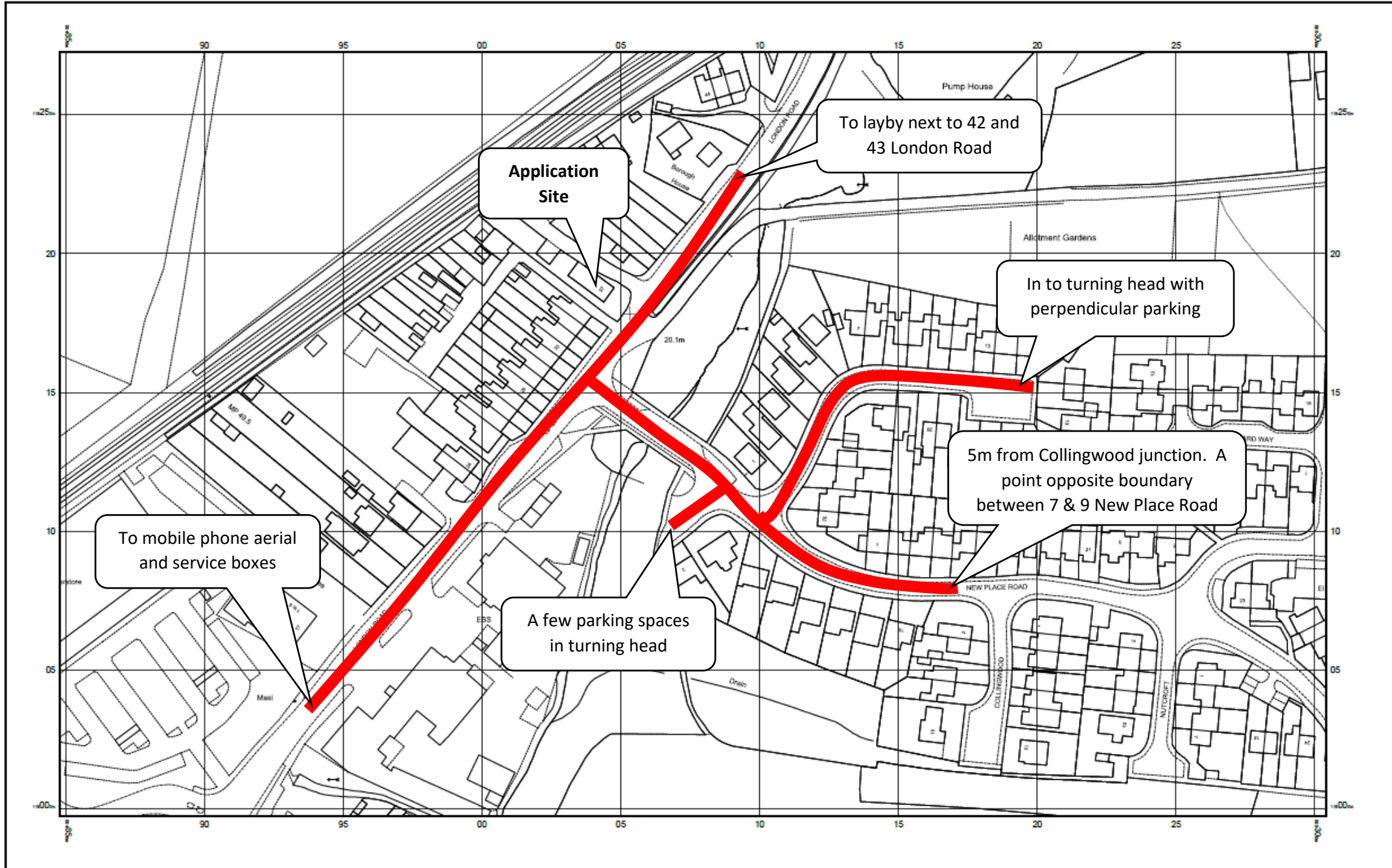
population	All households
units	Households
date	2021
accommodation type	Flat, maisonette, apartment

Number of cars or vans	E00161474	E00161475	Total	%age	Development	Ownership
Total	43	9	52		5	
No cars or vans in household	8	1	9	17.3%	0.9	0.0
1 car or van in household	21	6	27	51.9%	2.6	2.6
2 or more cars or vans in household	14	2	16	30.8%	1.5	3.1



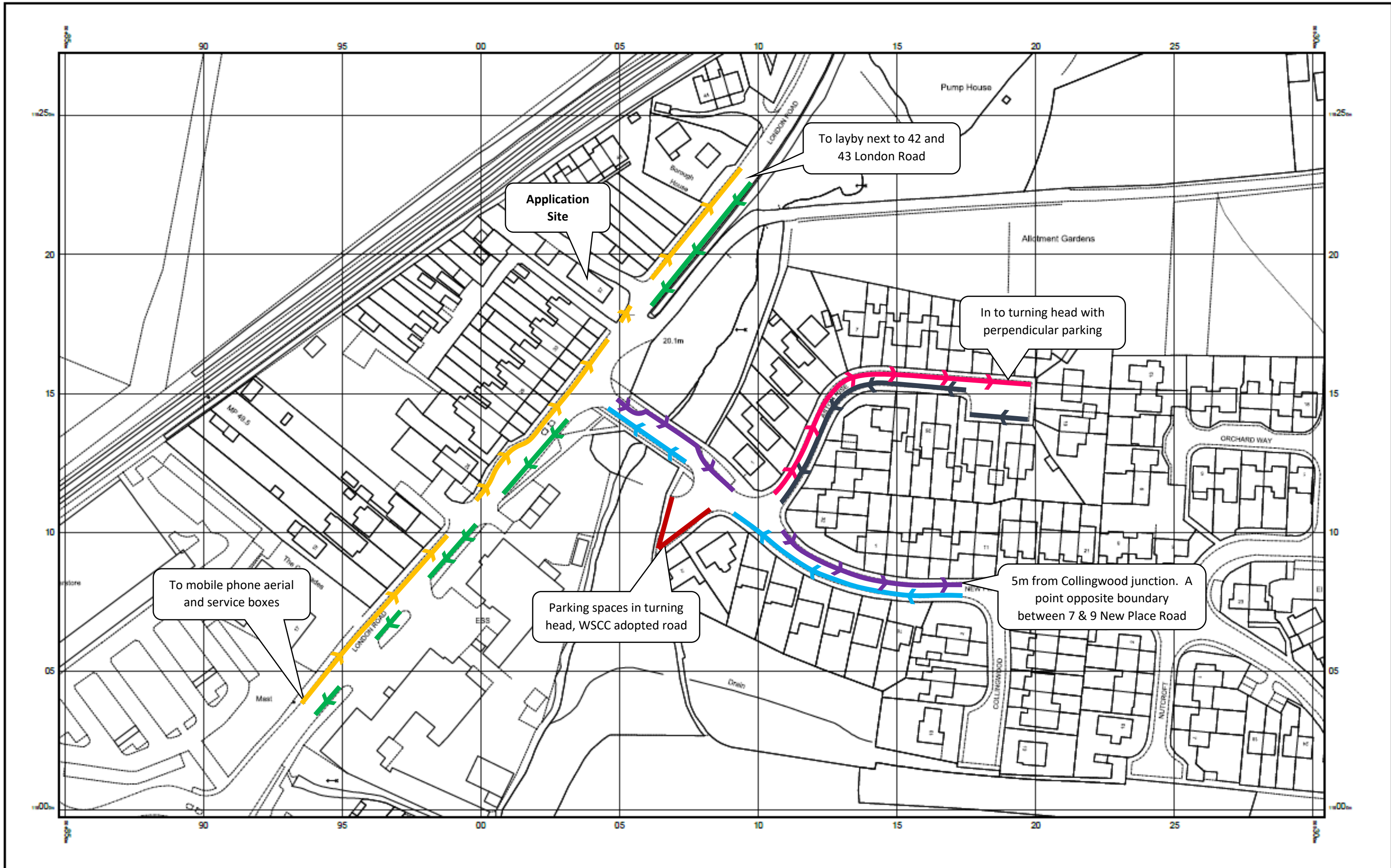
APPENDIX 2:

PARKING BEAT SURVEY AREA



APPENDIX 3:

PARKING BEAT SURVEY ROUTE AND KEY



APPENDIX 4:

PARKING BEAT SURVEY RESULTS

London Road, Pulborough

Restriction Length (m) Space Tuesday 1st Feb 2:45AM Thursday 3rd Feb 00:30AM Tuesday 17th June 1:45AM
Parked Spaces Stress % Parked Spaces Stress % Parked Spaces Stress % Comments

London Road

West Side - South to North

1	Unrestricted Parking	36.5	7	0	7	0%	0	7	0%	0	7	0%	From Mobile phone Aerial/ ----
2	Driveways to Colonades	5.4	-	-	-	-	-	-	-	-	-	-	---- Bus stop pole (no Road marking)
3	Unrestricted Parking	5.5	1	0	1	0%	0	1	0%	0	1	0%	
4	Driveways	5.4	-	-	-	-	-	-	-	-	-	-	
5	Unrestricted Parking	8.1	1	0	1	0%	0	1	0%	0	1	0%	
6	Driveways	48.9	-	-	-	-	-	-	-	-	-	-	
7	Laybys/Driveways	22.1	-	0	-	-	0	-	-	2	0	-	
8	Unrestricted Parking	17.6	3	0	3	0%	0	3	0%	0	3	0%	
9	DYL	23.6	-	-	-	-	-	-	-	-	-	-	Opposite New Place Road
10	Unrestricted Parking	10.1	2	0	2	0%	0	2	0%	0	2	0%	
11	Driveways	20.4	-	-	-	-	-	-	-	-	-	-	
12	Unrestricted Parking	41.2	8	0	1	0%	0	1	0%	0	7	0%	
13	Laybys/Driveways	17.8	3	1	2	33%	1	2	33%	2	1	67%	Outside 'Half Hidden'
Totals		262.6	25	1	17	6%	1	17	6%	4	22	15%	

East Side, North to South

1	Unrestricted Parking	65.3	13	0	12	0%	0	12	0%	0	12	0%	From Opposite 'Half Hidden'
2	Road to New Place Nursery	21.1	-			-			-	-	-	-	
3	Mouth of Rd to N P Nursery	22.3	-			-			-	-	-	-	
4	Unrestricted Parking	43.8	8	0	8	0%	0	8	0%	0	8	0%	Incl Access to Central Reservation
5	Driveway - Hargroves	12.1	-			-			-	-	-	-	
6	Unrestricted Parking	28.5	5	0	5	0%	0	5	0%	0	5	0%	
7	Driveway - Harwoods	13.6	-			-			-	-	-	-	
8	Unrestricted Parking	18.2	3	0	3	0%	0	3	0%	0	3	0%	
9	Driveway - Bentleys	17.7	-			-			-	-	-	-	
10	Unrestricted Parking	17.2	3	0	3	0%	0	3	0%	0	3	0%	Opposite Bus Stop/Aerial
Totals		259.8	33	0	31	0%	0	31	0%	0	31	0%	

New Place Road

Restriction	Length (m)	Space	Parked	Spaces	Stress %	Parked	Spaces	Stress %				Comments
North side, West to East												
1 DYL	18.6	-	-	-	-	-	-	-	-	-	-	From London Road
2 Layby	27.7	5	2	2	50%	2	2	50%	4	0	100%	
3 Unrestricted Parking / Bus Stop	23.7	4	0	4	0%	0	4	0%	0	4	0%	
4 Mouth of Aston Rise	20.1	-	-	-	-	-	-	-	-	-	-	
5 Unrestricted Parking	28.9	5	0	5	0%	0	5	0%	0	5	0%	
6 Driveways	6.5	-	-	-	-	-	-	-	-	-	-	
7 Unrestricted Parking	9.1	1	0	2	0%	0	2	0%	0	2	0%	
8 Driveways	6.4	-	-	-	-	-	-	-	-	-	-	
9 Unrestricted Parking	9.5	1	0	2	0%	0	2	0%	0	2	0%	
10 Driveway for No 7	3.2	-	-	-	-	-	-	-	-	-	-	
Totals	153.7	17	2	15	12%	2	15	12%	4	13	24%	

South Side , East to West

1 Unrestricted Parking	6.8	1	0	1	0%	0	1	0%	0	1	0%	Opposite No 7/9 boundary
2 Driveway	3.2	-	-	-	-	-	-	-	-	-	-	
3 Unrestricted Parking	8.1	1	1	0	100%	1	0	100%	1	0	100%	
4 Driveway	3.1	-	-	-	-	-	-	-	-	-	-	
5 Unrestricted Parking	7.6	1	0	1	0%	0	1	0%	0	1	0%	
6 Driveway	3.1	-	-	-	-	-	-	-	-	-	-	
7 Unrestricted Parking	7.9	1	0	1	0%	0	1	0%	0	1	0%	
8 Driveway	3.3	-	-	-	-	-	-	-	-	-	-	
9 Unrestricted Parking	6.8	1	0	1	0%	0	1	0%	0	1	0%	
10 Driveway	3.6	-	-	-	-	-	-	-	-	-	-	
11 Unrestricted Parking	8.1	1	1	0	100%	1	0	100%	1	0	100%	
12 Driveway	3.6	-	-	-	-	-	-	-	-	-	-	
13 Unrestricted Parking	6.8	1	0	1	0%	0	1	0%	1	0	100%	
14 Driveway	3.3	-	-	-	-	-	-	-	-	-	-	
15 Unrestricted Parking	12.7	2	1	1	50%	1	1	50%	1	0	100%	Opposite Aston Rise
16 Mouth of Turning rd	15.3	-	-	-	-	-	-	-	-	-	-	
17 DYL incl Bus stop	52.1	-	-	-	-	-	-	-	-	-	-	To London Road
Totals	155.4	12	3	6	33%	3	6	33%	4	4	50%	

Aston Rise

Restriction	Length (m)	Space	Parked	Spaces	Stress %	Parked	Spaces	Stress %	Parked	Spaces	Stress %	Comments
West side, Going North then East												
1 Unrestricted Parking	11.7	2	0	2	0%	0	2	0%	0	2	0%	From New Place Road (excluded at junction)
2 Driveway	3.8	-	-	-	-	-	-	-	-	-	-	
3 Unrestricted Parking	6.7	1	0	1	0%	0	1	0%	0	1	0%	
4 Driveway	3.8	-	-	-	-	-	-	-	-	-	-	
5 Unrestricted Parking	9.5	1	0	2	0%	0	2	0%	0	2	0%	
6 Driveway	3.4	-	-	-	-	-	-	-	-	-	-	
7 Unrestricted Parking	5.2	1	0	1	0%	0	1	0%	0	1	0%	
8 Driveway	3.2	-	-	-	-	-	-	-	-	-	-	
9 Unrestricted Parking	5.8	1	0	1	0%	0	1	0%	0	1	0%	
10 Driveway	11.3	-	-	-	-	-	-	-	-	-	-	
11 Unrestricted Parking	8.7	2	0	2	0%	0	2	0%	0	2	0%	
12 Driveway	6.2	-	-	-	-	-	-	-	-	-	-	
13 Unrestricted Parking	8.9	2	0	2	0%	0	2	0%	0	2	0%	
14 Driveway	6.1	-	-	-	-	-	-	-	-	-	-	
15 Unrestricted Parking	10.6	2	0	2	0%	0	2	0%	0	2	0%	
16 Driveway	6.1	-	-	-	-	-	-	-	-	-	-	
17 Unrestricted Parking	8.7	2	2	0	100%	2	0	100%	2	0	100%	
18 Driveway	9.8	-	-	-	-	-	-	-	-	-	-	
19 Butt end - All Driveways	13.8	-	-	-	-	-	-	-	1	1	-	Into turning head
Totals	143.3	13	2	13	13%	2	13	13%	3	14	18%	

South/East Side - going West then South

1 Driveway	4.3	-	-	-	-	-	-	-	-	-	-	From End of turning head
2 Unrestricted Parking	3.5	1	0	1	0%	0	1	0%	1	0	100%	End-on parking room for 1
3 Driveway Single White line	7.5	-	-	-	-	-	-	-	-	-	-	
4 Unrestricted Parking	6.6	3	3	0	100%	3	0	100%	2	0	100%	End-on parking room for 3
5 Driveway	7.7	-	-	-	-	-	-	-	-	-	-	
6 Unrestricted Parking	9.6	1	0	1	0%	0	1	0%	1	1	50%	
7 Driveway	5.7	-	-	-	-	-	-	-	-	-	-	
8 Unrestricted Parking	21	4	0	4	0%	0	4	0%	0	4	0%	38.1m excludes 20m section on bend
9 Driveway	6.8	-	-	-	-	-	-	-	-	-	-	
10 Unrestricted Parking	11.3	2	0	2	0%	0	2	0%	0	2	0%	
11 Driveway	6.5	-	-	-	-	-	-	-	-	-	-	
12 Unrestricted Parking	14.4	2	0	2	0%	0	2	0%	0	2	0%	To New Place Road (excluded at junction)
Totals	104.9	13	3	10	23%	3	10	23%	4	9	31%	

No name turning head off New Place Road

Restriction	Length (m)	Space	Parked	Spaces	Stress %	Parked	Spaces	Stress %	Parked	Spaces	Stress %	Comments
South side												
1 Unrestricted Parking	8.2	1	0	1	0%	0	1	0%	0	1	0%	From New Place Road (excluded at junction)
2 Driveway	5.1	-	-	-	-	-	-	-	-	-	-	
3 Unrestricted Parking	8.5	1	0	1	0%	0	1	0%	0	1	0%	
4 Driveway	8.2	-	-	-	-	-	-	-	-	-	-	
Totals	30	2	0	2	0%	0	2	0%	0	2	0%	

North side

1 End-On parking	19.1	3	3	0	100%	3	0	100%	0	2	0%	Triangular space for parking, max 3 spaces
2 Unrestricted Parking	9.2	2	0	0	0%	0	0	0%	1	1	50%	To New Place Road (excluded at junction)
Totals	28.3	5	3	0	100%	3	0	100%	1	3	25%	

Summary of Results and Assessment of Proposal Parking Impact

		Space	Parked	Spaces	Stress %	Parked	Spaces	Stress %			
All Roads		120	14	94	12.96%	14	94	12.96%	20	98	16.9%
Development Demand	6		20	88	18.52%	20	88	18.52%	26	92	22.0%
Exculding London Road		62	13	46	22.03%	13	46	22.03%	16	45	26.2%
Development Demand	6		19	40	32.20%	19	40	32.20%	22	39	36.1%
Excluding London Rd & Unparked Sections*		27	11	18	37.93%	11	18	37.93%	13	16	44.8%
Development Demand	6		17	12	58.62%	17	12	58.62%	19	10	65.5%

*Turning Head South Side, Aston Rise West/North Side, New Place Road North Side (Data includes layby at London Road junction)

